contractual and temporary material shortage problems etc. Regular coordination meetings are held by DDA at various levels with all concerned agencies for provision of basic amenities in these flats.

(c) D.D.A. has reported 119 such cases.

(d) Presently there is no proposal under consderation to pay market rate of interest to such persons.

Implementation of Kelkar Committee Recommendations

*34. SHRI MOHAN RAWALE :
SHRI K.C. KONDAIAH :

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Board of Indian Airlines has sought faster implementation of the Kelkar Committee recommendations;

(b) if so, the reaction of the Government thereto;

(c) when the Kelkar Committee report was submitted to the Government;

(d) the salient features of the recommendations made by the Kelkar Committee; and

(e) the reasons for delay in implementing these recommendations ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI JAYANTHI NATRAJAN) : (a) to (e) Yes, Sir. The Kelkar Committee had submitted its report to the Government in December'96. The main recommendations of the Committee are as under :

(i) Financial restructuring, which includes capital injection of Rs.922 crores in the form of compensation, subordinated loan, equity, and contribution by Indian Airlines and its employees.

(ii) Fleet Planning.

(iii) Route Rationalisation.

(iv) Organisational Restructuring.

(v) Human Resource Management.

A sub-committee headed by Principal Advisor (Transport), Planning Commission was immediately constituted by the Govt. in Janaury,97 to go through the recommendations of the Kelkar Committee and suggest possible measures for its implementation.

As the turn-around strategy involves a large amount of financial contribution, the matter was taken up with Ministry of Finance and Planning Commission supported the draft Note for the Cabinet Committee on Economic Affairs (CCEA), the Ministry of Finance forwarded the same to the Controller General of Accounts (CGA) for examination. On the basis of the CGA report submitted on 23.10.97, the Ministry of Finance is yet to furnish their final views in the matter.

Hike in Railway Freight Charges

*35. SHRI CHANDRABHUSHAN SINGH:
SHRI SATYAJIT SINH DULIPSINH GAEKWAD:

Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government have recently hiked freight charges and withdrawn subsidy on essential commodities;

(b) if so, details thereof alongwith the reasons therefor;

(c) the additional revenue to be earned per annum therefrom;

(d) whether inspite of the hike in freight charges Railways are still facing shortage of funds;

(e) if so, the details thereof and the steps taken by the Government to meet the shortage of funds;

(f) whether due to this increase, railways is likely to loose its freight movement to road; and

(g) if so, the measures adopted to increase freight movement ?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : (a) to (c) Yes, Sir. Adjustment of freight rate of selected comnodities has been made w.e.f.15.10.97. The freight rate of coal has been increased by an average of 3.6 percent for all distances. In addition, the freight rates of (i) Chemical Manures,(ii) Hydrogenated oils, (iii) Oil Vegetables Refined, (iv) Fruits & Vegetables,(v) Edible Oils, (vi) Livestock ,(vii) Organic Manure, (viii) Fodder other than oil cake, (ix) Oil seeds, (x) Kerosene, (xi) LPG,(xii) Sugar and (xiii) Foodgrains were revised by partially withdrawing concession enjoyed by these commodities in the past. The adjustment in tariff rates has become necessary to meet the burden of additional expenditure imposed on the Railways due to hike in fuel price and also implementation of Fifth Pay Commission's recommendations. The estimate of additional revenue to be generated from these revisions is Rs.526 crores per annum.

(d) and (e) Besides the hike in freight chagres, the railways are taking various measures to augment earnings and to control expenditure, as a result of which there is no likelihood of any shortage of funds.

(f) and (g) Since the increase is marginal, diversion of Rail Traffic to Road is not expected.

Housing Scheme for Weaker Sections

*36. SHRI N.K. PREMCHANDRAN : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state:

(a) whether the Union Government propose to share the expenditure to be incurred on purchase of land for housing schemes of State Governments;

(b) if so, the details thereof;

(c) whether the Government propose to reduce the interest rates on housing loans for Weaker Sections provided through the financing agencies;

(d) if so, the details thereof;

(e) Whether the Government also propose to increse allotment of houses to Weaker Sections; and

(f) if so, the details thereof ?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATARAMAN) : (a) There is no such scheme. Housing being a State subject, it is for the State Government to decide as to whether they would share the cost of land with the executing agencies/beneficiaries. However, as per its normal loaning operations HUDCO finances various State level agencies like Housing Boards, Slum Boards, Development Authorities, Improvement Trust, Local Bodies etc. for land acquisition and development schemes depending on the availability of resources.

(b) State-wise details of land acquisition schemes sanctioned by HUDCO upto 31.10.97 is attached as Statement.

(c) HUDCO is providing loans for housing schemes for the benefit of the Economically Weaker Sections at concessional rate of interest of 9.5%(gross). As the cost of borrowing of funds by HUDCO is quite high, it is not possible for it to further reduce the interest rate.

(d) Does not arise.

(e) There is no such scheme of allotment of house to weaker sections in urban areas. State Governments draw up housing schemes for various income categories as per their plan priorities and resources. HUDCO provides loan assistance to State agencies for its housing schemes.

(f) Does not arise.

Statement

State-wise Summary of land acquisition Schemes of HUDCO (Cumulative upto 31.10.97)

(Rs. in Crores)

S. No.	States	No. of Schemes	Loan Amount
1.	Andhra Pradesh	4	5.22
2.	Assam	1	1.23
3.	Bihar	1	0.64
4.	Delhi	1	3.77
5.	Gujarat	0	0.00
6.	Himachal Pradesh	10	5.60
7.	Haryana	2	0.93
8.	Jammu & Kashmir	8	18.72
9.	Kerala	6	10.11
10.	Karnataka	9	8.16
11.	Maharashtra	2	7.93
12.	Madhya Pradesh	20	8.58
13.	Orissa	0	0.00
14.	Punjab	4	48.58
15.	Rajasthan	22	66.64
16.	Tamil Nadu	25	28.36
17.	Uttar Pradesh	166	587.50
18.	West Bengal	0	0.00
	Total	282	813.02

[Translation]

Procurement of Wagons

*37. SHRI ANANT KUMAR HEGDE :
SHRI SATYA DEO SINGH :

Will the Minister of RAILWAYS be pleased to state:

(a) whether any policy has been made regarding procurement of wagons by the Railways;

(b) if so, the details thereof;